

4.0 ROADWAY NETWORK & PUBLIC SERVICES

The Riverside MUPDD site is situated at a prime location for access to principal arterial highways. It is predominantly serviced by NYS Route 24 (SR 24/Flanders Road), a major east-west route that provides service as though it was a north-south route. The reason for this anomaly is that it connects to other principal east-west routes like the Long Island Expressway (I 495), Sunrise Highway (SR 27), and, much further to the south, Montauk Highway (County Road 80/SR 27A). Area roadways are shown on Figure 4-1.

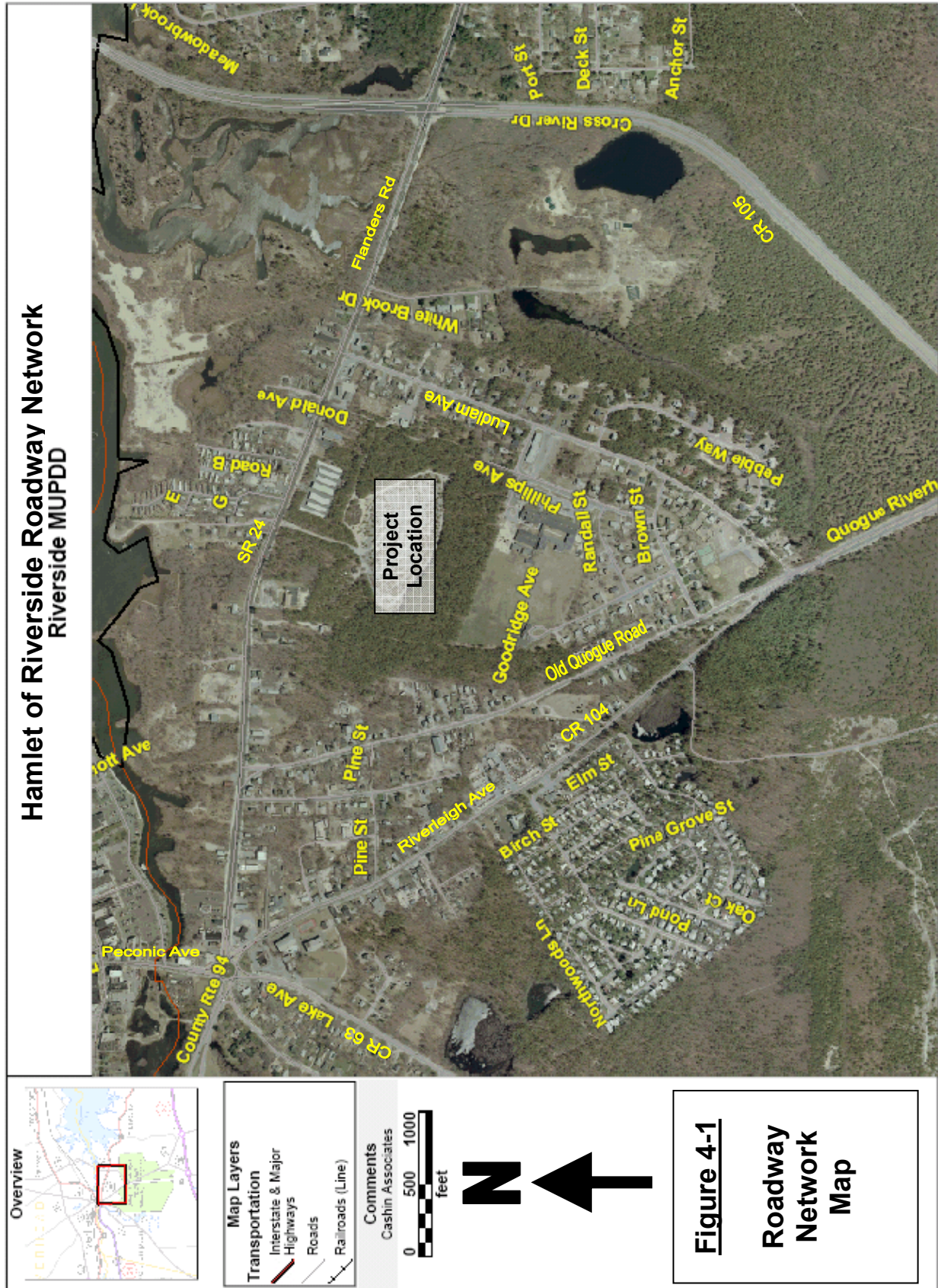
The site also has access to north-south routes like CR 104 (Riverleigh Avenue/Quogue-Riverhead Road), CR 105 (Cross River Drive), and CR 63 (Lake Avenue/Peconic Avenue/Moriches-Riverhead Road). Additionally, its proximity to the Riverhead downtown area makes it attractive as both a primary destination and a satellite destination for people traveling to Riverhead.

4.1 Arterial Highways and Secondary Roadways

NYS Route 24 (SR 24/Flanders Road)

SR 24, in the area of the site, is a controlled access two-lane arterial highway with center dual-direction left-turn lanes. It has shoulders along each lane that are ten feet (10') wide and also serve as a bicycle lane. The speed limit on the highway is forty miles per hour (40 mph). It has a 2004 Annual Average Daily Traffic (AADT) volume of 14,669 vehicles, with 8,481 vehicles traveling in the eastbound direction and 6,188 vehicles traveling in the westbound direction. Automatic traffic recorder (ATR), or machine count, volumes are shown in Appendix A.

The pavement surface and pavement markings on SR 24 are in excellent condition. The roadway was rehabilitated during a project completed in 2005 and all highway facilities are in "like new" condition.



SR 24 has an angle break along its length that will be located between the new roadways created by the project site, Main Street and Downtown Road. Observations from the driveway of the Southampton Head Start site showed that the angle break was not of a severity that would cause sight distance problems. The distances from the proposed locations of Main Street and Downtown Road to the angle break appeared sufficient to allow motorists adequate time to view vehicles driving around the bend of the angle break.

County Road 104 (Riverleigh Avenue/Quogue-Riverhead Road)

CR 104 is a two-lane, controlled access, divided minor arterial highway. South of Old Quogue Road, it expands to a four-lane divided highway. As it runs through the protected David A Sarnoff State Pine Barrens Preserve, it is sparsely developed, with some small commercial developments and several single-family homes. It has ample shoulders along each lane and few intersecting streets. The speed limit varies from the state speed limit of fifty-five miles per hour (55 mph) along the wider portion to forty miles per hour (40 mph) along the two-lane portion. It has a 2005 AADT volume of 8,792 vehicles, with 4,599 vehicles traveling in the northbound direction and 4,193 vehicles traveling in the southbound direction. The pavement is generally level and the pavement surface and markings on CR 104 are in good condition.

County Road 105 (CR 105/Cross River Drive)

CR 105 is a four-lane divided minor arterial highway. It has shoulders along each lane that are nominally ten feet (10') in width. The speed limit on the highway is forty miles per hour (40 mph). It has a 2005 AADT volume of 6,702 vehicles south of SR 24, with 3,200 vehicles traveling in the northbound direction and 3,502 vehicles traveling in the southbound direction. North of SR 24, it has a 2005 AADT volume of 22,093 vehicles, with 11,066 vehicles traveling in the northbound direction and 11,027 vehicles traveling in the southbound direction. The disparity between vehicles north of SR 24 and south of SR 24 demonstrates the high volume turning between CR 105 and SR 24 when traveling to and from the Riverhead area. The pavement surface is level and the pavement surface and markings on CR 105 are in good condition.

County Road 63 (Lake Avenue/Peconic Avenue/Moriches-Riverhead Road)

CR 63 is a two-lane minor arterial highway. South of the Riverhead Traffic Circle, it is sparsely developed, with residential side streets intersecting along its length. North of the Riverhead Traffic Circle, it is commercially developed as it leads into downtown Riverhead. It has shoulders of variable width in generally acceptable condition. CR 63 has a 2003 AADT volume of 6,927 vehicles, with 3,731 vehicles traveling in the northbound direction and 3,196 vehicles traveling in the southbound direction.

Old Quogue Road

Old Quogue Road is a two-lane collector roadway that carries traffic from local side streets to the arterial highways. It is primarily developed in a residential manner with single-family homes. It has a speed limit of forty miles per hour (40 mph) and wide shoulders of variable width.

Ludlam Avenue

Ludlam Avenue is a two-lane collector roadway. It is primarily developed in a residential manner with single-family homes. It has a speed limit of thirty miles per hour (30 mph) and no marked shoulders. It provides access to the Phillips Avenue School via both Van Houten Street and Brown Street.

4.2 Key Intersections

Riverhead Traffic Circle

The Riverhead Traffic Circle is a single-lane roundabout located approximately three thousand feet (3,000') west of the MUPDD location. It is a five-legged roundabout that forms the intersection of SR 24, CR 104, CR 63, Peconic Avenue, and CR 94 (Nugent Drive/Center Drive Extension). A sixth roadway, Woodhull Avenue, intersects just west of the roundabout along CR 94.

The roundabout has a center island diameter of approximately one hundred thirteen feet (113') and a circulating roadway width of approximately sixteen feet (16'). Approach and departure lanes are each about fourteen feet (14') in width. Approaches to the roundabout are controlled by yield signs or stop signs. Aerial photographs of this intersection, as well as all key intersections, are provided in Appendix B.

SR 24 & Old Quogue Road

The intersection of SR 24 and Old Quogue Road is a T-intersection with Old Quogue Road forming the stem of the "T." SR 24 has a single eastbound and westbound lane, each twelve feet (12') in width, with a center left-turn lane that is eleven feet (11') wide. There is also an eleven-foot (11') right turn connector (slip lane) from eastbound SR 24 to southbound Old Quogue Road. The northbound Old Quogue Road approach to the intersection is approximately fourteen feet (14') wide and is controlled by a stop sign. There is a south-to-north uphill grade on Old Quogue Road that limits sight distance on the approach to the intersection. Sight distance is further limited by a fence and hedges at the southeast corner.

SR 24 & Ludlam Avenue

Similar to the intersection of SR 24 and Old Quogue Road, the intersection of SR 24 and Ludlam Avenue is a T-intersection with Ludlam Avenue forming the stem of the "T." SR 24 has a single eastbound and westbound lane, each twelve feet (12') in width, with a center left-turn lane that is eleven feet (11') wide. The northbound Ludlam Avenue approach to the intersection is approximately twelve feet (12') wide and is controlled by a stop sign. Sight distance at the intersection was examined and judged to be acceptable.

SR 24 & CR 105

The intersection of SR 24 and CR 105 is a wide four-way intersection with the two (2) roadways intersecting in a perpendicular fashion. It is controlled by a traffic signal. The eastbound and westbound SR 24 approaches each have a single left-turn lane, through lane, right-turn lane, and bicycle lane. The northbound CR 105 approach has a single left-turn lane, two (2) through lanes, and a right-turn lane. The southbound CR 105

approach has two (2) left-turn lanes, two (2) through lanes, and a right-turn lane. All lanes are approximately twelve feet (12') wide.

Recent improvements to the intersection allow traffic to flow through with only moderate delays. Since the traffic signal is at an isolated intersection that is not part of a coordinated signal system, it operates on a volume density basis. This allows the signal to be very responsive to traffic conditions and make adjustments accordingly. The presence of two (2) southbound left-turn lanes also allows the intersection to operate efficiently.

CR 104 & Old Quogue Road/Ludlam Avenue

The intersection of CR 104 and Old Quogue Road/Ludlam Avenue is a skewed four-way intersection that acts as a T-intersection, since both Old Quogue Road and Ludlam Avenue approach from the east side. CR 104 has a single northbound and southbound lane, each fourteen feet (14') in width, with a center left-turn lane that is eleven feet (11') wide. The westbound Ludlam Avenue approach to the intersection is generally perpendicular to CR 104 and is approximately twelve feet (12') wide. It is controlled by a stop sign. Old Quogue Road approaches CR 104 in the southwest-bound direction at a skewed acute angle. It has a single combined through/left-turn lane and a single U-turn lane for right-turns to northbound CR 104. Both lanes are about twelve feet (12') wide and controlled by stop signs. Sight distance on all approaches to the intersection was examined and judged to be acceptable.

4.3 Transit Services

The Riverside MUPDD site will be well served by transit facilities. There are regularly scheduled buses that run along SR 24 and CR 104. There are also numerous bus lines that converge at the County Center in Riverhead. Additionally, the Riverhead Railroad Station is nearby in downtown Riverhead and can easily be traveled to via the bus lines.

Bus service is provided by Suffolk Transit along both SR 24 and CR 104. The S92 line runs along SR 24 and the S90 line runs along CR 104. The S92 line operates on a half-hourly basis during the morning and afternoon peak periods and on an hourly basis during the off-peak periods. The S90 line runs less frequently on a two-hour circuit. Both lines provide the ability to transfer to numerous other bus lines at the County Center.

4.4 Emergency Services

The Riverside MUPDD site will also be well served by emergency services. The site will fall under the jurisdiction of the Southampton Police Department for police protection. In addition to the police officers assigned to the sector, numerous police vehicles will pass the site on a regular basis, as SR 24 is a frequently traveled roadway for accessing other areas within the police district. Police vehicles from other agencies also regularly travel through the area, due to its proximity to the County Center.

Fire protection will be provided by the Flanders Fire Department. The firehouse is located on SR 24 at Firehouse Lane, approximately two (2) miles east of the site. The Flanders Fire Department is a well-equipped and well-trained agency of volunteer firefighters. Mutual aid is also readily available from the Riverhead Fire Department.